

# INTRODUCING A RESOLUTION SUPPORTING THE GOALS AND IDEAS OF THE DECADE OF ACTION FOR ROAD SAFETY

**HON. ALCEE L. HASTINGS**

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. HASTINGS of Florida. Madam Speaker, I rise today to introduce a resolution supporting the goals and ideas of the Decade of Action for Road Safety. This is a critically important issue, as millions of people in every corner of the globe are affected by traffic accidents, inadequate public policies, and underdeveloped or neglected transportation infrastructure. The United States can take the lead in furthering the goals of the Decade of Action declared by the United Nations General Assembly, saving millions of lives and billions of dollars.

The leading cause of death for people ages 5 to 29 is not disease or war but road crashes. Nearly 1.3 million people are killed in road crashes every year and another twenty to fifty million are injured in traffic accidents. On average, over 1,000 people under the age of 25 die every single day on the world's roads. And these numbers are going up dramatically.

Madam Speaker, the world cannot afford such needless, heartbreaking losses. In addition to the catastrophic human costs—not only the lives lost but amongst their friends and families as well—road crashes cost the global community over \$518 billion a year, an enormous sum when you consider that many of the countries most plagued by road crashes are underdeveloped or developing nations.

The global community must build on the initial, important steps already taken to enhance international cooperation to improve road safety. In November 2009, the Moscow Declaration, signed by 150 countries, encouraged the establishment of a Decade of Action for Road Safety from 2011 to 2020, and laid the foundation for United Nations General Assembly Resolution 64/255 adopted in March 2010. This U.N. resolution recognizes that the devastation caused by road crashes negatively impacts the social, economic, and health targets of the Millennium Development Goals, and reaffirms the importance of international collaboration during the Decade of Action.

It is critical that the nations of the world work together to stabilize and reduce traffic fatalities by taking advantage of opportunities at the global, national, regional, and local level. The United States can set an example for the rest of the world by improving transportation management, infrastructure, vehicle safety, education, and post-crash care and rehabilitation here at home. We must continue to support public policies designed to reduce key risk factors like speeding, drunk driving, distracted driving, and the failure of many Americans to use seat belts, child restraints, and other safety devices.

Madam Speaker, this Decade of Action for Road Safety has not been declared to merely raise awareness, but also to take action. We all use roads, cars, buses, and bicycles every day. It is easy to take our safety for granted. But too many tragedies remind us that road fatalities and injuries have an enormous impact on our lives. This resolution expresses the House of Representatives' support for the

Decade of Action and encourages the federal government to support efforts to reduce road fatalities, preventing needless deaths and injuries both here at home and around the world. I appreciate the support of my good friends Congressman CHRIS VAN HOLLEN and Congressman DAN BURTON on this matter, and urge my colleagues to support this important resolution.

HONORING REV. ADOLPH NOBLE, SR.

**HON. SANFORD D. BISHOP, JR.**

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. BISHOP of Georgia. Madam Speaker, I rise today to honor Rev. Adolph Noble, Sr., of Bainbridge, Georgia, a man I am proud to call my friend and constituent. He is an accomplished public servant who has devoted his life to his family and his community.

Rev. Noble was born August 22, 1955, in Thomasville, Georgia, to Smiley Noble and Betty Jean Noble née Melvins. He grew up in Southwest Georgia, and graduated from Bainbridge High School in 1973. After completing his studies in Mortuary Science at the John A. Gupton College in Atlanta, Georgia, he then went on to study at the Meadows College of Business in Albany, Georgia.

Upon successfully completing these academic endeavors, Rev. Noble began his lifelong call of ministering to others. He went on to study at the Southern Baptist Seminary in Tallahassee, Florida. From there, he has served his community as a pastor, ministering for over forty years.

Thirty of these years have been spent at Pilgrim Rest Missionary Baptist Church in Bainbridge, with several years spent preaching at Patterson Street Free Will Baptist Church in Dothan, Alabama. Rev. Noble continues to minister to both of these parishes today.

Rev. Noble is deeply involved in the many civic and religious affairs in his community. He served as the Past Moderator of the First Flint River Baptist Association, as the President of the Bainbridge/Decatur County Civic and Progressive League, and as a member of the Decatur County Chamber of Commerce, the Fourth District Funeral Service Association, and the Georgia State Funeral Service Association.

In addition to his ministry and community outreach, Rev. Noble is also Owner and Funeral Director of Guyton Brothers Funeral Home in Bainbridge.

Rev. Noble has been, and continues to be, very blessed in his family life. He is married to Sonja Noble née Tyler, and he is the proud father of four children and the proud grandfather of five grandchildren. His kind demeanor and unyielding compassion has endeared him to many.

Madam Speaker, the State of Georgia, especially the Second Congressional District, is truly blessed to have benefited from the tremendous counsel, and ministry of Rev. Adolph Noble, Sr. We greatly appreciate his guidance, leadership, compassion, and intense desire to help others and better his community.

# INTRODUCTION OF THE HEAVY TRUCK TAX FAIRNESS ACT

**HON. EARL BLUMENAUER**

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. BLUMENAUER. Madam Speaker, I rise today to introduce the Heavy Truck Tax Fairness Act. Nothing is more essential to restoring the economy, revitalizing our communities, and protecting our environment than the effort to rebuild and renew America. The U.S. faces steep infrastructure challenges. Our infrastructure inventory is in poor repair and much of it is outdated—not just decades, but often centuries old. Our effort to rebuild and renew that infrastructure is stalled because of a funding impasse. The Highway Trust Fund nearly exhausted its funding several times recently and it is clear that our existing funding mechanisms are insufficient to meet our current, much less future, needs. Congress must consider new revenue sources to meet our infrastructure challenges and must work with transportation users to find the most efficient means of raising this revenue.

The funding sources for the Highway Trust Fund can be volatile, depending on the health of the economy. Current law places a 12 percent tax on the sale of new heavy trucks, trailers, and certain tractors. This tax is an important source of Highway Trust Fund revenues. In times of economic stress, these sales fall dramatically, badly limiting Trust Fund resources. These lost sales have several important effects. By reducing revenue to the Trust Fund, the decline hinders economic productivity by imposing costs from poor infrastructure. It also reflects an increase in the average age of the trucking fleet. New trucks have significant environmental and safety advantages, and Congress should reduce the barriers to new truck acquisition. To meet the demand for new trucks, most truck manufacturers will add employees, as most have significant engine and final assembly operations in the U.S.

The Heavy Truck Tax Fairness Act would replace the 12 percent excise tax currently levied on new truck, trailer, and certain tractor sales with a revenue neutral increase in the diesel fuel excise tax of \$0.073 per gallon. This modest change will be revenue neutral over 10 years and will have the effect of smoothing resources available to the Highway Trust Fund and will ensure the U.S. can continue investing in our vital transportation infrastructure.

I also note that this legislation does not affect all transportation stakeholders equally. In particular, smaller companies and owner-operators could see fewer benefits. I pledge to work with affected groups as this legislation advances to ensure that the legislation, as enacted, is as carefully tailored and broadly beneficial as possible.

# TRIBUTE TO JOHN ED REGENOLD

**HON. MARION BERRY**

OF ARKANSAS

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, September 29, 2010*

Mr. BERRY. Madam Speaker, I rise here today to pay tribute to John Ed Regenold, a